MOBILE APP FOR PEDESTRIAN AND CYCLIST ROUTES

ENDRICK ELONG ERIN

ASYRAF HAKIEME BIN HISAMMUDDIN

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ABSTRACT

Mobile Application For Pedestrian And Cyclist Routes

Earlier there was increase in Malaysians who use pedestrian and cyclist routes set aside and provided. This could arise as result of change in form and quality of public transport in society and or people's changing perception on healthy living.

The originally planned title for research is Mobile Application For Pedestrian And Cyclist Routes. It is mobile application that will help cyclists and pedestrians find routes to be used. This research was undertaken to achieve purpose of increasing rate of road safety for pedestrians and cyclists.

Therefore, two tools have been used for creation of framework of prototype application for route planning. These are Android Studio and Mapbox. Thus applied methodology is based on primary studies of routes with help of surveys and data collection. Application development was conducted with help of agile methodology.

The discussion also provides consciousness of options how application can help in raising rate of safety for cyclists and pedestrians. Thus general research question of present study can be determined as enhancing safety of travelling environment in Malaysia for pedestrians and cyclists.

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CHAPTER 1

INTRODUCTION

1.1 Background of Study

Malaysians have favoured bicycles and walking than cars in order to take a certain distance in Malaysia. On the one hand, it has beneficial impact on environment and micro-folk's health but on the other hand it create new coal. However when there are many people cycling and walking on the road it poses a very big issue on safety.

Sometimes cyclist or pedestrian may only be using some roads. They may not be aware of which road is suitable for cycling and which of them is good for walk. Also they may not know which of them should be avoided especially in unknown localities. This poses problems in as much as it gives application users instruments that enable identification of convenient route.

Fixed road infrastructure especially in urban areas in Malaysia gives priority to motor vehicle more than human ankle and bike. When safe corridors for these traffic means are absent, following effects are realized on safety. Available findings indicate an apparent general incline towards higher risk of accidents involving pedestrians and cyclists. Hence need to improve structures and to have set course plan is clear.